

Welcome!

We invite you to:

- Sign in
- Pick up a fact sheet and comment sheet
- Visit the project stations and talk with staff

Brief remarks to be made at 5:15 p.m.

Mariner Station

- 8th Ave W
- 130th St

Ash Way Station

- Park & Ride
- East of I-5

- Weigh in on which station locations you prefer; leave your comments at the comment table

*Please enjoy the
complementary refreshments*



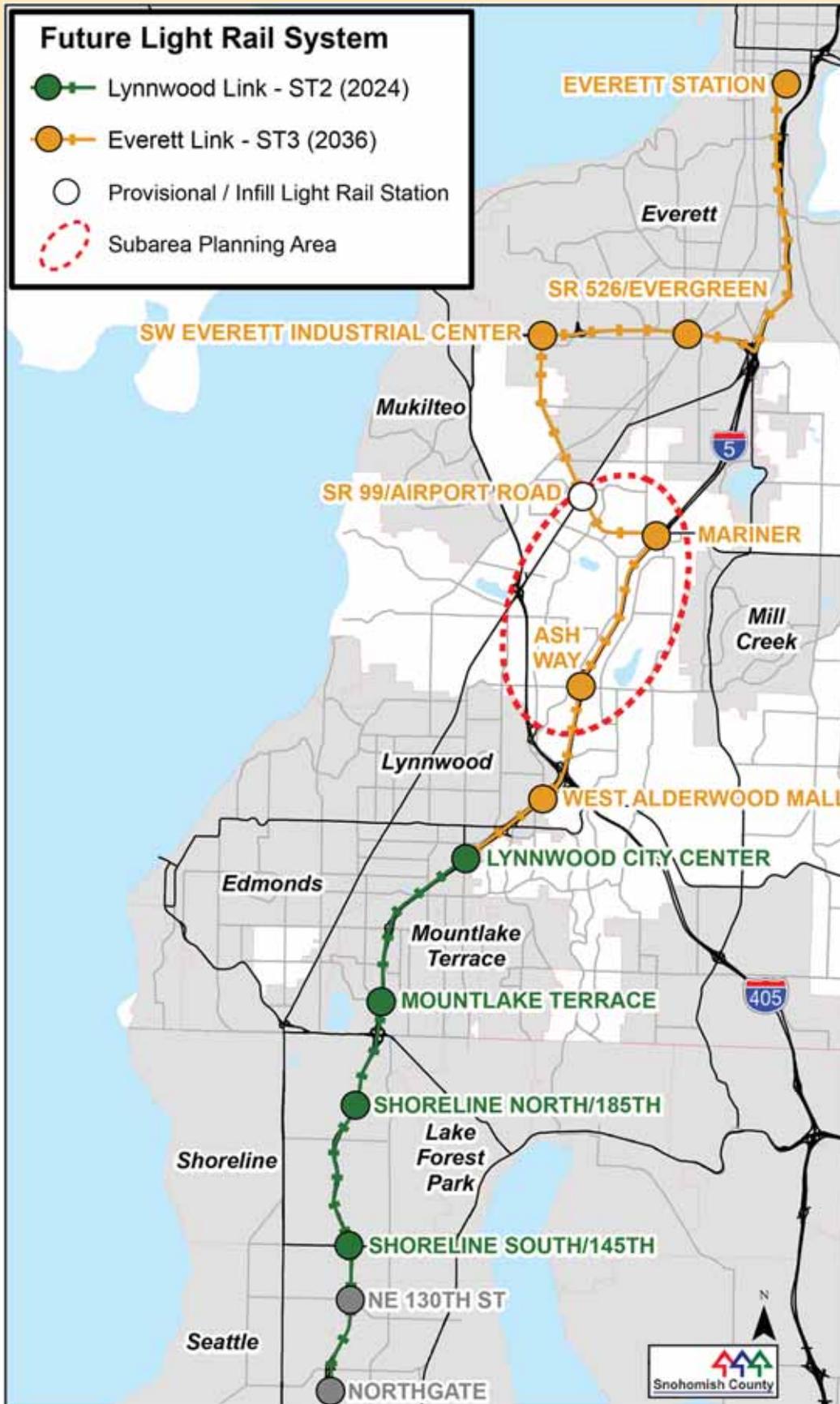
Background

Two light rail stations are planned for the mid-2030s in unincorporated Snohomish County at 128th St (Mariner Station) and 164th St (Ash Way Station), near I-5. We would like your input on two potential location options for each station.

Final decisions on the actual station location and alignment will be made by Sound Transit.

Guiding principles:

- Preserve neighborhood character
- Create a walkable environment
- Cultivate economic development
- Promote sustainability
- Support affordable housing
- Strive for social equity
- Maintain healthy communities



What We'll Do With Your Feedback

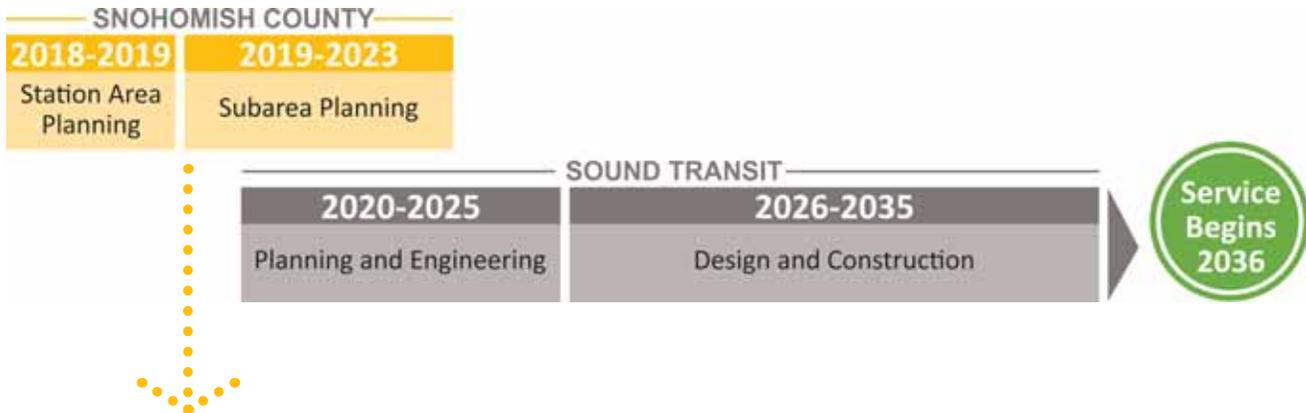
- Publish a summary of feedback on the project web page.
- Share input with stakeholder groups.
- Make recommendations of the “locally favored” option(s) for each station area to be incorporated into subarea planning.

Thank You!

Thank you for participating in the final open house for the station area planning portion of Snohomish County's Light Rail Communities project.

We hope that you stay engaged with this project as it moves into subarea planning.

Timeline



Subarea Planning by Snohomish County Includes:

NOW: Station Area Planning

Conceptual plans for the two station areas include:

- Potential station locations
- Transit, vehicle, pedestrian and bicycle connections
- Public open spaces
- Station area parking

MID 2019: Subarea Plan

A subarea plan will focus on:

- Land use, zoning, regulations
- Broader transportation connections
- Housing
- Park, public service and utility needs
- Economic development

Final decisions on the actual station location and alignment will be made by Sound Transit.

What is Transit-Oriented Development (TOD)?



0 to 1/8 mile from station

- 10+ story buildings
- 50% residential uses
- 50% non-residential uses (retail/office)
- Many buildings with ground floor commercial uses
- Centrally located plaza or open space to provide a community focal point

1/8 to 1/4 mile from station

- 5-10 story buildings
- 75% residential uses
- 25% non-residential uses (retail/office)
- Some buildings with ground floor commercial uses

1/4 to 1/2 mile from station

- 3-6 story buildings
- 75% residential uses
- 25% non-residential uses (retail/office)

Features of TOD can include:

- A mix of uses including buildings with street level retail and other uses on floors above.
- A range of densities and building heights with the highest, closest to the station or corridor, tapering down to existing neighborhoods.
- Reduced parking or enclosed in parking garages.
- Improved mobility options including access to pedestrian and bike facilities.
- Parks, open space, cultural features and urban tree canopy.

TOD Examples

0-1/8
mile from
station



1/8-1/4
mile from
station



1/4-1/2
mile from
station



Mariner Station

Potential Station Locations



Key Features:

- Redevelopment and existing structures
- New roads
- Open spaces
- Location of parking
- Light rail track

Key Features for 8th Ave W

This concept is representative of one possible future outcome; it does not intend to indicate what the actual key features of this area will be in the future.

Station Location

This concept reflects an elevated station along 128th St at 8th Ave W. The blue shadowing on the station area map represents an area the station could be located in.

New 130th St

A new road would be built at 130th St to provide improved vehicle circulation and pedestrian access from the park and ride to bus rapid transit and light rail.

Pedestrian Overcrossing

To provide a safer pedestrian crossing on 128th St, a pedestrian overcrossing would be built.

128th St

Turning movements off and onto 128th St would be limited between 4th Ave W and 8th Ave W.

Greensward

Limited turning on 128th St would allow for a greensward (a landscaped pedestrian and bicycle space) between the light rail structure and private development.

New 127th St

A new road at 127th St would provide access to development north of 128th St.

Expanded Park & Ride

Sound Transit will be adding an additional 500 parking spaces to the existing ~700 spaces as part of ST3.

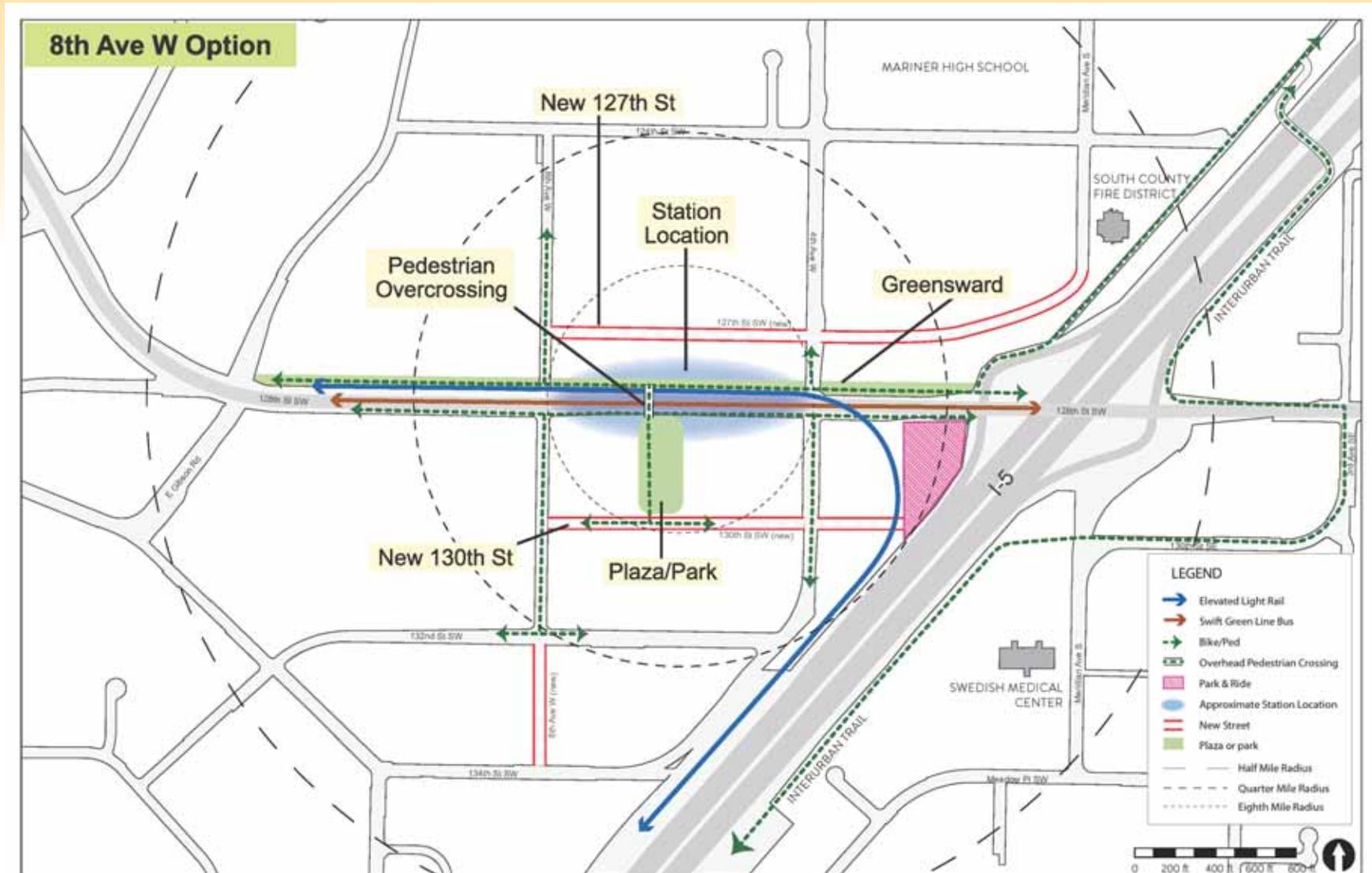
128th St & I-5 Interchange

For Swift to operate efficiently, replacement of the existing interchange will be needed in the next 10 years.

Plaza/Park

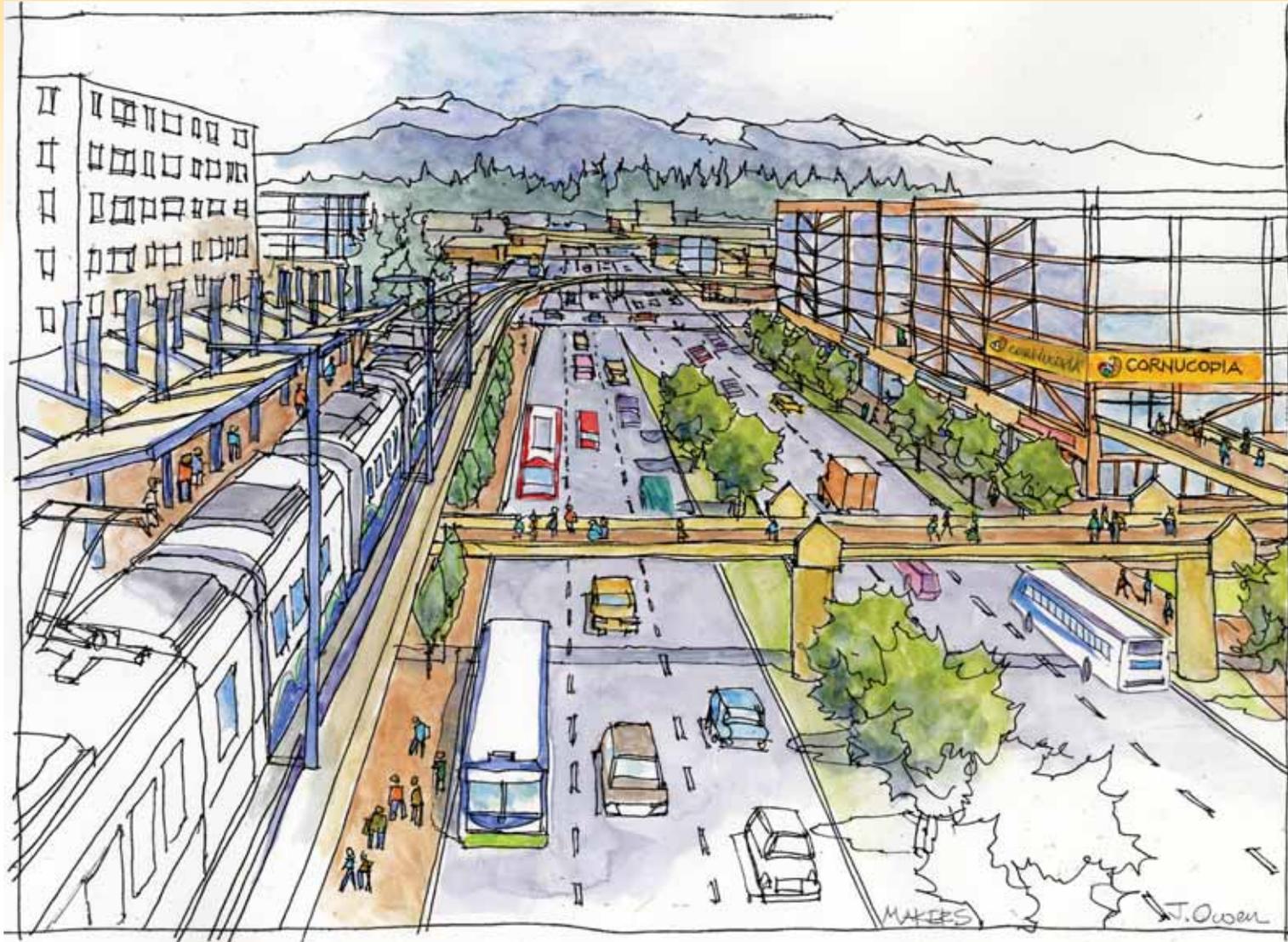
A centrally located plaza/park would adjoin the station to provide a focal point for the community.

Station Area Concept: 8th Ave W



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Street View: Looking East at 8th Ave W

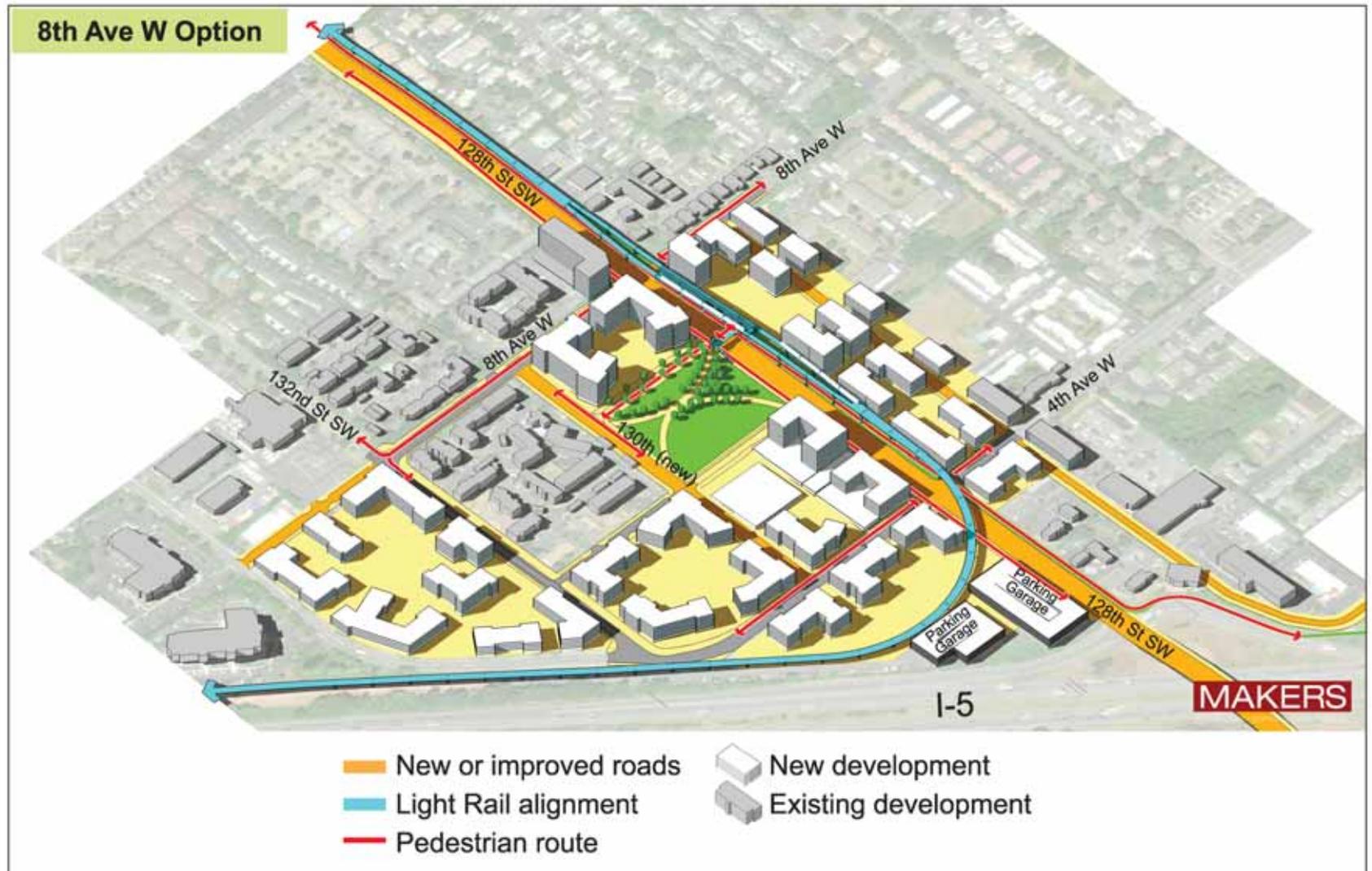


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Aerial Representation: 8th Ave W

The aerial representation of the station area shows key features or infrastructure needed to make this concept possible.

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Key Features for 130th St

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Station Location

This concept reflects an elevated station perpendicular to 130th St between 4th Ave SW and 8th Ave SW. The blue shadowing on the station area map represents an area the station could be located in.

130th St Overcrossing

New 130th St overpass would be built for bus, HOV or vehicle and pedestrian/bike access to the Interurban Trail.

Pedestrian Overcrossing

The light rail platform would be extended to provide a pedestrian overcrossing over 128th St to provide a safer pedestrian crossing.

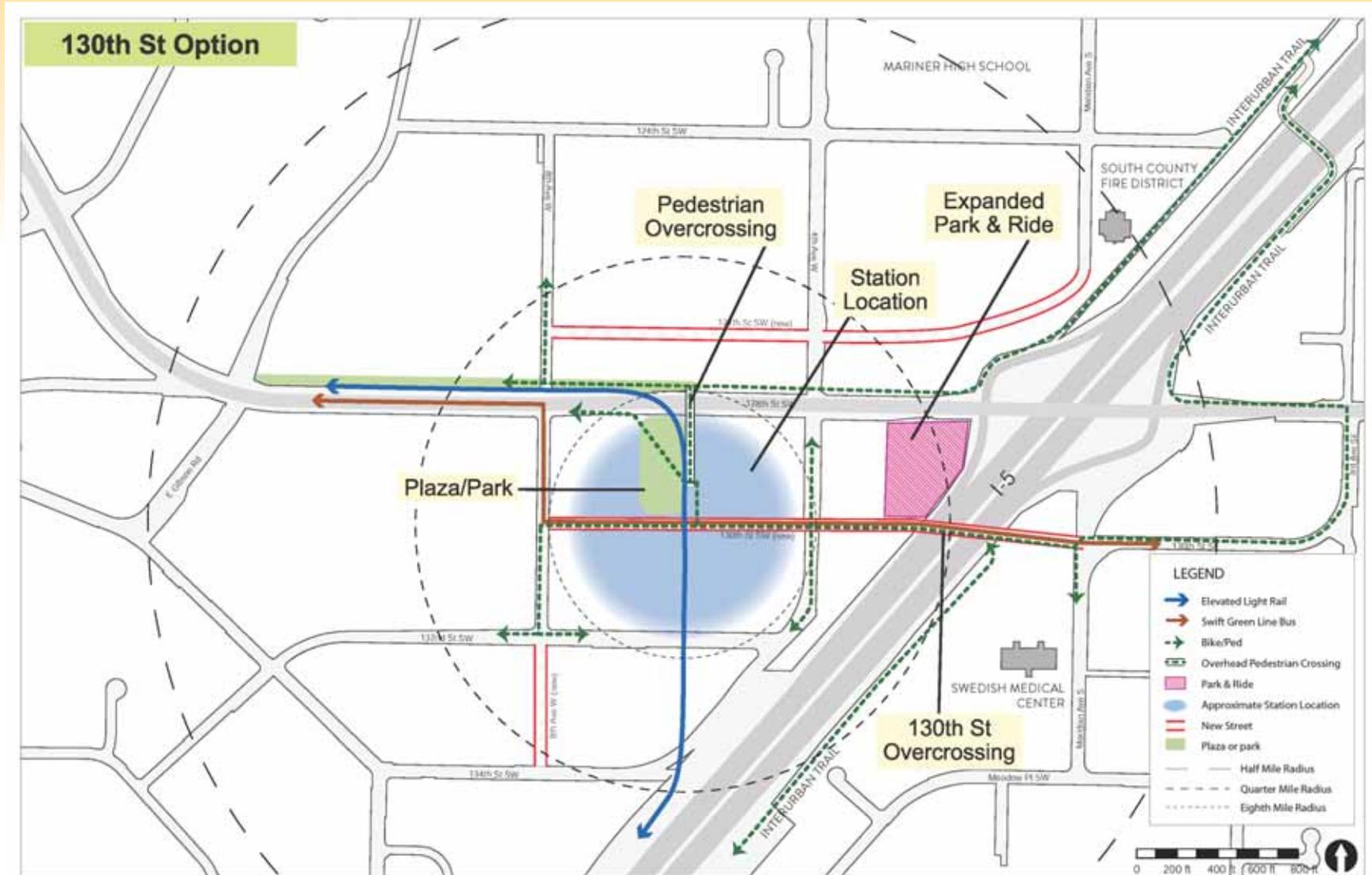
Expanded Park & Ride

Sound Transit will be adding an additional 500 parking spaces to the existing ~700 spaces as part of ST3.

Plaza/Park

A centrally located plaza/park would adjoin the station to provide a focal point for the community.

Station Area Concept: 130th St



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Street View: Looking East at 8th Ave

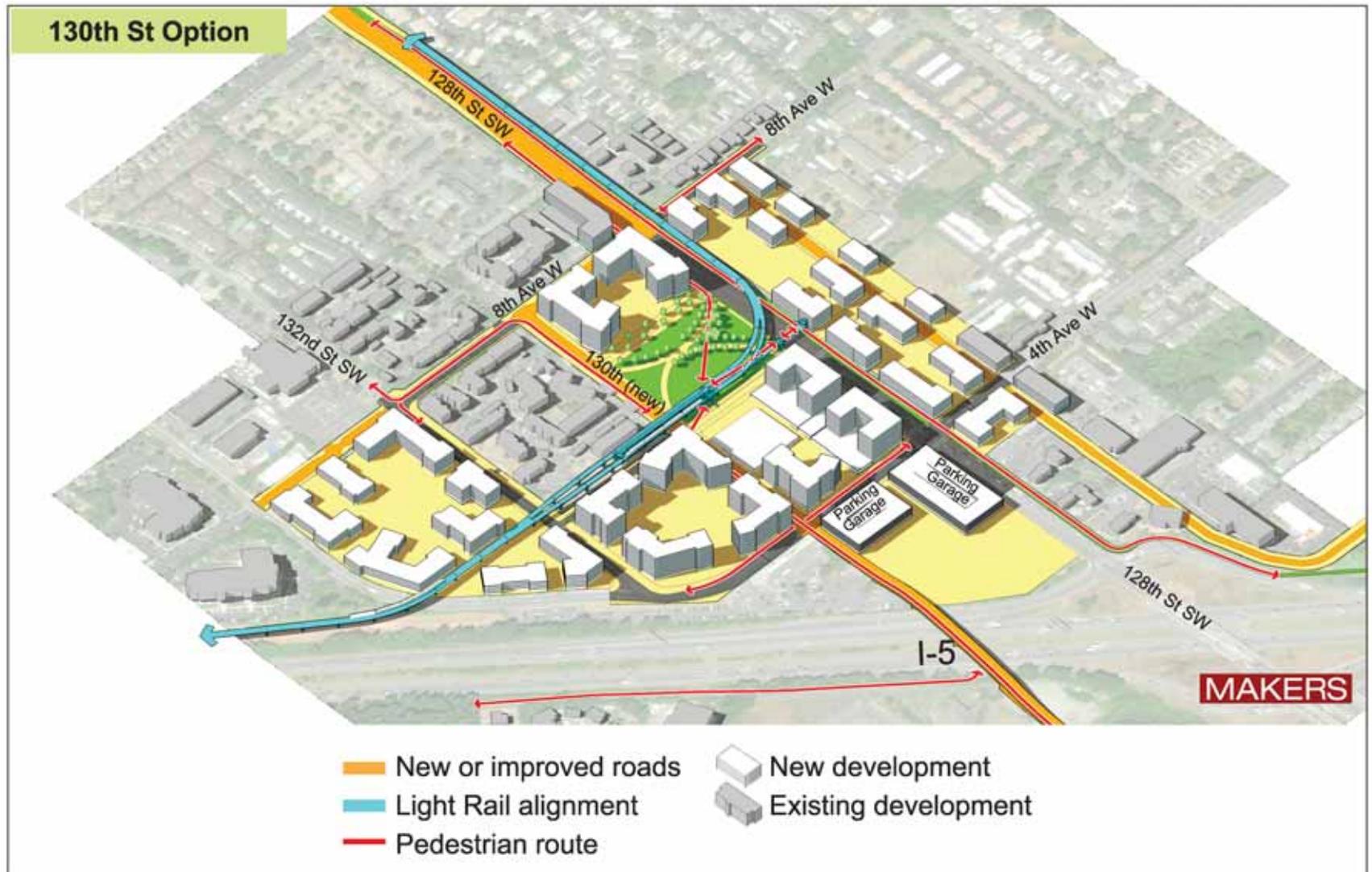


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Aerial Representation: 130th St

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Ash Way Station

Potential Station Locations



Key Features:

- Redevelopment and existing structures
- New roads
- Open spaces
- Location of parking
- Light rail track

Key Features for Ash Way Park & Ride

This concept is representative of one possible future outcome; it does not intend to indicate what the actual key features of this area will be in the future.

Station Location

This concept reflects an elevated or at-grade station located within the existing Ash Way Park & Ride. The blue shadowing on the station area map represents an area the station could be located in.

Direct Access Ramp

The current HOV direct access from southbound I-5 would be extended to both sides of I-5 creating an overcrossing to provide bus, bike and pedestrian connection over I-5.

Ash Way Realignment

The section of Ash Way from the Park & Ride entrance to 164th St would be removed and realign to 162nd Pl SW. This would reduce congestion on 164th St by eliminating turn movements so close to the I-5 intersection.

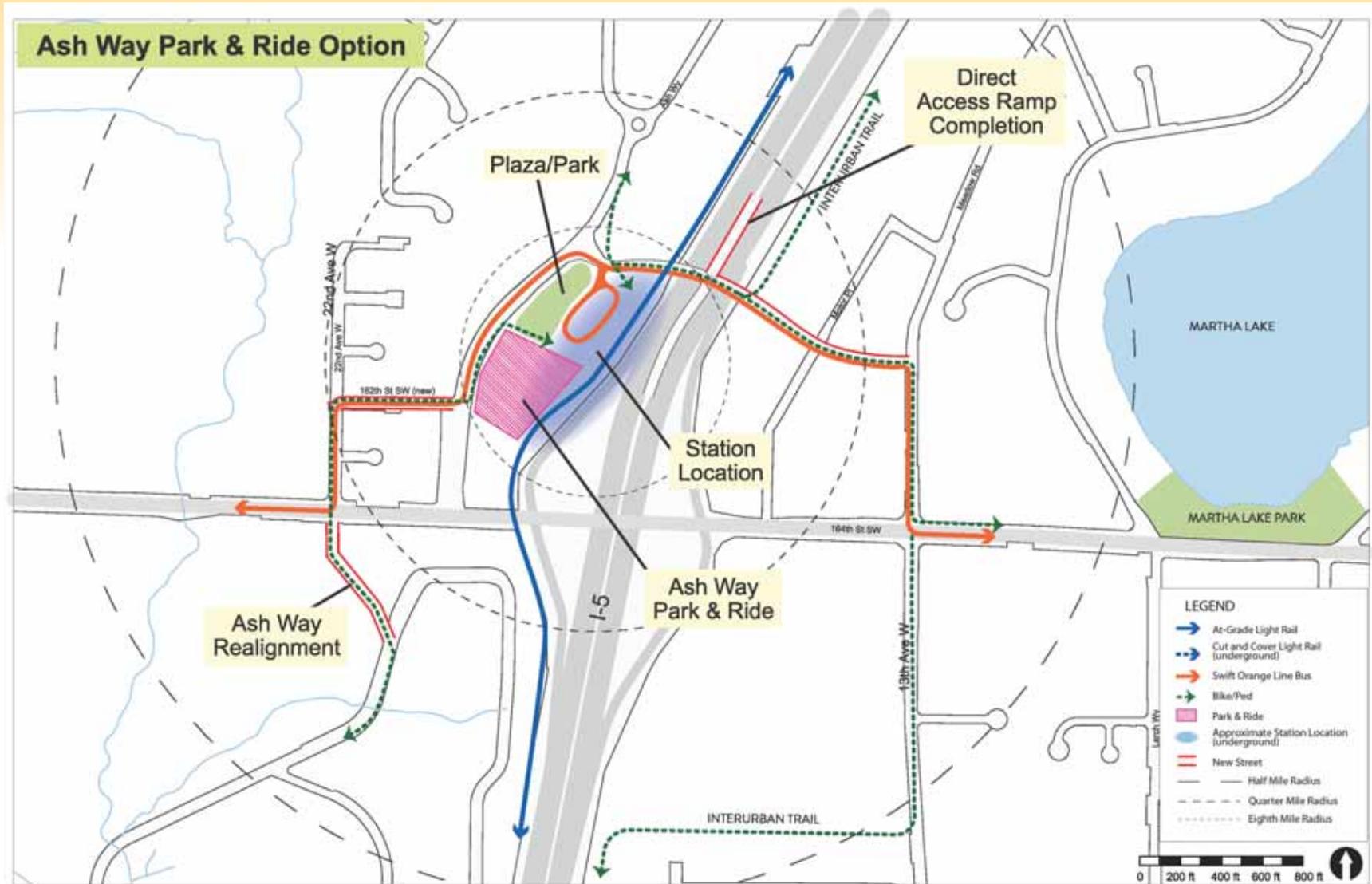
Ash Way Park & Ride

The park and ride would be redeveloped into structured parking with development above.

Plaza/Park

A centrally located plaza/park would adjoin the station to provide a focal point for the community.

Station Area Concept: Ash Way Park & Ride



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Street View: Looking East on 22nd Ave W

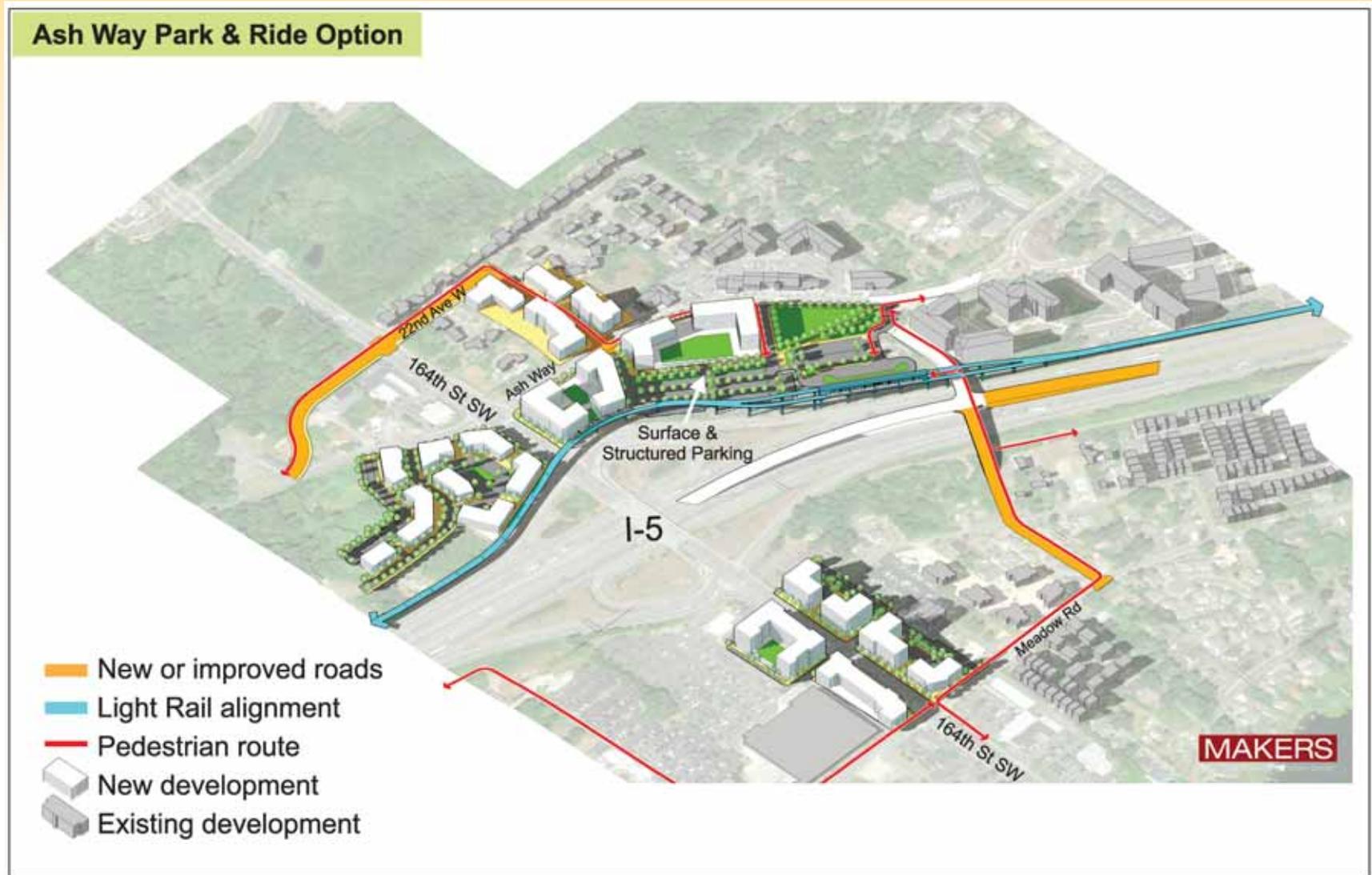


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Aerial Representation: Ash Way Park & Ride

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Key Features for East of I-5

This concept is representative of one possible future outcome; it does not intend to indicate what the actual key features of this area will be in the future.

Station Location

This concept reflects an underground station located east of I-5. The blue shadowing on the station area map represents an area the station could be located in.

Interurban Trail Crossing

A potential Interurban Trail crossing would be built below 164th St.

Direct Access Ramp

The current HOV direct access from southbound I-5 would be extended to both sides of I-5 creating an overcrossing to provide bus, bike and pedestrian connection over I-5.

New Road - 162nd St

This road would provide a secondary connection between Larch Way and the light rail station and provide additional local circulation and pedestrian connections.

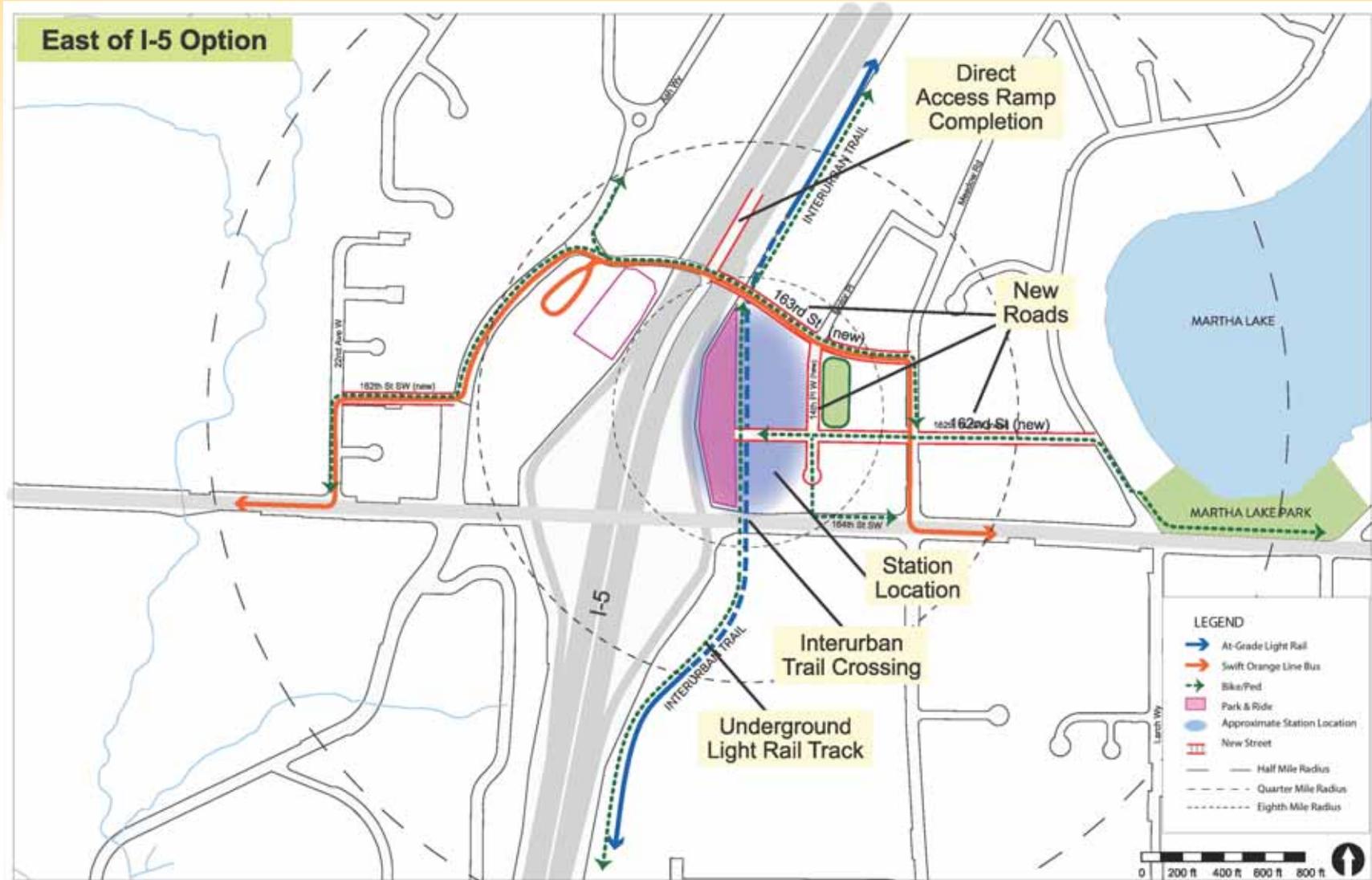
New Road - 14th Pl W & 163rd St

By breaking up the blocks on the east side of I-5, pedestrians will have better connectivity. Turns in/out of 164th St from 14th Pl W would be limited to right only.

Light Rail Track

The at-grade light rail track would transition to underground (cut and cover) south of 164th St and switch to elevated north of the station area prior to crossing I-5 between approximately 136th St and 144th St.

Station Area Concept: East of I-5



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Street View: Looking West on New 162nd St



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Aerial Representation: East of I-5

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